

Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007

**Question 1:**

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

GGNRA, a national park unit here, has over 15 million  
visitors per year, <sup>coming</sup> primarily in cars. With MTC finalization,  
we would like incentives developed for counties to develop  
inter-county express shuttles to national parklands. Also, to  
insure lower emissions, development of alternative-fueling sites  
such as biodiesel in developed areas outside parklands would  
support use of such in any county or inter-county shuttle system  
that provides oppority for mode changes. Also, as an area for  
public education, we can utilize  
any public ad notads for visitor centers,  
+ interpretation as it relates to the  
Bay Area.

**Question 2:**

"Regional leadership" can mean many things.

What is the most important kind of regional leadership that we need from the four regional agencies?

- Visionary leadership? (e.g., create a long-term vision for where we are going)
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- Convener? (e.g., facilitate partnerships)
- Other?

A vision is needed to bind the public, private, & organizational  
interests & focus energy toward common objectives. Strategies  
support implementation of such a vision. Finally, incentives  
encourage partnerships & taking risks during transitional periods.  
MTC has a definite responsibility to facilitate inter-county  
access which is more seamless & provided by alternative  
with pedestrian & bike linkages provided by agency



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**Question 3:**

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

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↳ incentives / grants.

↳ planning support for linkages

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Continued changes in behavior + subsequent greenhouse gas reductions should be the greater emphasis, with regional resources in the next 5-10<sup>25</sup> yrs. with 95% of funding. Longer-term adaptation strategies are important to have in a long-term vision + plan (50 yrs) but with less funding (5%).

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- First, tie more of regional funding of projects to reductions in VMT's + emissions reductions. (i.e. scoring of projects should reflect how much they reduce emissions + climate change)
- Second, support alternative fueling infrastructure along the backbone of highways to encourage changes in vehicle technology utilized (e.g. biodiesel, electric plug-in capabilities)
- Third, support implementation of transit tax for every resident + visitor to defray operational cost for deciding to switch mode + take transit.

**Other Comments:**

- "Congestion pricing" encourage this being implemented broadly. (make more affordable + attractive)
- "Translink" - insure improved intra-county transit links to center of work + play (e.g. attractions, parks, etc.)

Fourth, increase public education thru visioning workshop around region with extensive media involvement.

Fifth, provide common public edu. outside to county + organizations to encourage understanding + behavior change.

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*active*

→ Visionary leadership with *active* engagement of ~~the~~  
countries - local governments

(X) A Convener has no perceived authority - not  
very effective as a leader.



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- ① Build mass transportation infrastructure -  
within & between communities
- ② Limit urban sprawl

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- ① Priority should be to reducing greenhouse gases  
the near term. Science states this is a  
critical period where we globally need to sharply  
reduce emissions and to decrease the rate of climate change.  
Long range planning for adaptation is important but  
put major, <sup>aggressive</sup> initial focus on reducing greenhouse  
gas emissions!

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*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

① Educating <sup>local</sup> policy makers and  
engage the communities to develop consensus.

**Other Comments:**

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Affordable Housing / T.P.  
Land use & misuse / T.P.  
Partnership / leadership w/ County  
No commute at all  
Target marketing to commuters

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Command & Control leadership  
Are the resources there - capability  
Congestion Pricing  
Better use of the Infrastructure Bond  
Goods Movement

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a sys. like LA

Hi Speed Rail vs. Aviation

Mm spare the Air day - Free T.P. for all people

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Why are we approving the expansions of the Port of Oakland jurisdiction



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BAHC - Santa Cruz Study

DDD - Paying w/our health, Pacific Inst,

LA- T.P.

## infrastructure Bond Planning

## Alternative Fuels

outreach to community

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Stopping Bay Businesses  
From getting larger Airport  
Trains Shipping Trucking  
they Run 24 Hrs and 7 Days a  
Week and Stop Growing the  
Earth with Concrete

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Getting the Public  
Involved NOT Let Several People  
on City Council Vote on Everything



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Stopping all Transit  
Stop Them From getting  
larger

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People are Pollution  
We Need to Stop land  
Development

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Making large oil  
company pay look at  
their ~~profits~~ projects

**Other Comments:**

Thank you!

## Joint Policy Committee Workshop Questions. Question 1:

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**EPA: "From 2000 to 2020, energy-related CO2 emissions are projected to increase by 33.6 %"**

The U.S. is the largest source (1/4th) of Global CO2 Emissions. The alternative is to END CO2 Emissions.

**The quick, simple way is to use EVER INCREASING gasoline taxes** to subsidize (1) home-solar-cells for home electricity and charge car batteries or power electrolysis cells to make hydrogen for car and, (2) Subsidize gasoline stations to produce and sell hydrogen. Efforts to mandate higher car efficiency are much too slow. Obviously, this will require the full support of all regional agencies, State Legislature and the Governor.

**Question 2: "Regional leadership" can mean many things.**

*What is the most important kind of regional leadership that we need from the four regional agencies?*

- Visionary leadership? (e.g., create a long-term vision for where we are going: Hydrogen Economy)
- Strategy implementation? (e.g., major public involvement/education campaign)
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- Convener? (e.g., facilitate partnerships)

A Visionary Leadership can describe and convince us to accept all changes to slow Global Warming rates. After the floods, everyone will believe but the cost will be incredibly higher. We must be aware of the time **LAG** from CO<sub>2</sub> Emission Reduction and GW effects by a constant rise in gas prices from taxes or oil reserves end, (peak oil production rate (**popr**) c. 2010; per capita **popr** 1979) . [http://en.wikipedia.org/wiki/Peak\\_oil](http://en.wikipedia.org/wiki/Peak_oil)

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You state "99 percent of the homes are build" there is no hope of making major emission reductions in commuting. For example, CalTrain is electrifying the Peninsula Commuter Train between Gilroy and San Francisco. Travel times are expected to be cut by 50%. The car congestion in H-101 will promote the use of the train for commuting. But, the planned eBART train will be diesel powered; at least, it ought to be re-designed to use electricity or Hydrogen or, better yet: Use the \$1.3 Billion to provide HOT/HOV lanes in STR-4, I-80 and I-580, the lanes will allow commuters to use them for a fee and we will have clean air.

**Question 4:** There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing GHG emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?* **Priorities:**

Top: Plan on cutting ALL CO2 Emissions. Next: Expand/build more **new dams** and protect from rising water levels. The schedule cost/benefits and effects to dictate urgency and priority. Review Nuclear Power safety.

**Question 5:** Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

1. Offer prize to Lowest Cost Energy Cell System to power home and charge an electric/hydrogen car.
2. Promote free, limited-time, battery re-charging in public, currently supervised, parking lots.

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Educate decision-makers on value of green building policies, and  
transportation/land use policies.  
Help medium + small cities w/ GHG emission inventories.  
Make transit affordable, convenient

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Educate local decision-makers and general public.  
Research new efficient transportation alternatives.  
Provide funding to local gov'ts to assist w/ efforts.  
Lobby the State to tax use of vehicles - use the  
funds for efficient, inexpensive transit.

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See #1 + #2

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Educate decision-makers about predicted impacts  
so they can make appropriate land use +  
transportation decisions now

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Educate local decision-makers about 1) the problem, and 2) specific policies, ordinances, actions they can implement soon. Give them model policies.

Reduce transit fares, increase frequency + convenience of transit options at commute times.

**Other Comments:**

First, need to educate public - this will be ongoing. It will take time to get buy-in. Elected officials + local governments will make necessary changes in policies + laws when they feel they have support.

State legislation is necessary - JPC should lobby for it!

Thank you!



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~~RTA & flex software - social & political~~  
~~MTC -> CC parameter~~

Theme -  
Climate change BY 2020

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set up of 3-4 people on a bus 40¢/gal

- Real time arrival for every stop
- Flex service R&D
- MTC as parameter <sup>project saving</sup> social & political forces
- Pay at the pump - 60¢/gal.

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Answer

1. MTC climate change ~~parameter~~ <sup>evaluation</sup> factor  
for project scoring for the funding  
of transportation projects

**Other Comments:**

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City - green building, bicycle friendly, safe routes (walk, bike),  
precise plan, transit performance, ~~BEED~~ education

Other pittsboro support, [Grand Blvd] congestion pricing,  
(ACT) mass transit, (modeling) shown by example-pilot, last mile  
resolutions.

[ Gas Tax 40% to bring <sup>out</sup> non-automotive transportation  
(bus, BART, regional rail, high speed rail) to 1st world standard ]

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National Emergency - the new phrase is "Climate Crisis"

- National Example to drive national emergency

Percentage Fuel tax - join the rest of the 1st world

- national example for ~~fuel~~ percentage fuel tax

Education (make aware that things have to be  
done quickly to mitigate long term climate change



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Integrate various levels of <sup>transit</sup> transportation for  
smooth interconnectivity. Encourage growth  
and concentration of activity to be nearest to major  
transit corridors.

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Close out road projects that are to support only  
commuting for distances greater than 7 miles

Stop growth in intra state air travel  
→ increase rail schedules & performance

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- Bus services: local, express, BRT  
replace automotive  $\rightarrow$  7 mile commutes
- Bicycling for  $\leq 7$  miles
- 40% fuel tax to support longer term transit, rail  
projects, ~~and~~ operations, and maintenance

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JPC PARTNERING WITH LOCAL TRANSPORTATION  
ADVISORY COMMITTEES TO PROMOTE INITIATIVES  
RELATING TO CURRENT AND FUTURE TRANSPORTATION  
OPTIONS FRIENDLY TO THE ENVIRONMENT.

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- ① MORE OF A STRATEGIC IMPLEMENTATION OF  
PRACTICAL CLIMATE CHANGE OPTIONS.
- ② FUNDING FOR GRASSROOTS LOCAL RESEARCH &  
DEVELOPMENT BUSINESS STARTUPS. ENCOURAGE  
VENTURE CAPITALISTS TO ASSIST IN FUNDING PROCESS.



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Point out "best practices" of proper land use that balances commercial and residential development with practical environmental applications.

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Coastal cities should plan for levee-type protection along their waterfronts, where most downtown business districts are located.



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- ① Providing financing to local communities that have detailed plans in place for combating climate change.
- ② Matching funds for local transit agencies that plan to convert buses to hybrids.

**Other Comments:**

Australia recently called for their national citizens to transition from incandescent bulbs to fluorescent bulbs — residential and commercial involvement that can be duplicated in the Bay Area and California.

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- Adopt policies to encourage better access to transit*
- Work with utilities to spread the word and make available energy & water efficient alternatives*

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*Need to adopt rigorous evaluation standards for investments and policy decisions. These must include full environmental costs of investment & policy alternatives*

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Local government zoning and finance  
are critical. Impossible to adopt a regional  
land use policy unless locals cede some zoning  
authority to the region. But the region needs  
to guarantee equitable distribution of  
tax revenues.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

50/50

Adaptation roles:

- encourage denser development
- promote commute alternatives (telecommuting, etc)
- tax on water & energy use

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Congestion pricing on roads - could do it now!

Make alternative energy sources available

**Other Comments:**

Public agencies do not do any type  
of benefit - cost evaluation of investment  
alternatives. Environmental effects are  
quantifiable and can be assigned a  
dollar value. This should be included  
in policy evaluation. If public agencies  
persist in current practice of "qualitative"  
evaluation of environmental effects,  
the environment will drop out  
of consideration when policy and  
investment decisions are made

Thank you!

**Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007**

**Question 1:**

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?*

*If the cost of public transportation could be reduced, this would be an incentive for people to use public transportation. This would require <sup>increased</sup> subsidies for public transportation.*

**Question 2:**

"Regional leadership" can mean many things.

*What is the most important kind of regional leadership that we need from the four regional agencies?*

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

**Question 3:**

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

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Make public transportation more accessible  
and cheaper. Develop high speed rail.

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### Question 5:

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*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

#1- Public transportation services have been reduced in recent years. Find a way to increase funding for public transportation, add routes, use current technology to provide information about services. And - Make riding cheaper - less expensive.

#2 - Educate public,

**Other Comments:**[illegible]

Thank you!

Partnership

Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007

World class model

Partnership

Cities

**Question 1:**

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- Convener? (e.g., facilitate partnerships)
- Other?

Funder

Command & Control

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BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT



Bay Conservation  
and Development  
Commission



METROPOLITAN  
TRANSPORTATION  
COMMISSION



**Question 3:**

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**Question 4:**

Adaptation

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10/16  
Overall  
Temp.

7" Extrem  
SLR  
Peak melt  
2 weeks  
Today

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

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**Other Comments:**

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Thank you!

ROGER  
GOODWIN

Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007

**Question 1:**

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WATER CONSERVATION  
EDUCATION AIMED AT WATER CONSERVATION  
SOLAR POWER PROGRAMS  
SUPPORT HIGHER USE OF HYDROELECTRIC SOURCES  
AND HYBRID / CLEAN FUEL TRANSPORTATION / HYDROGEN?

**Question 2:**

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- Other?

STRATEGY IMPLEMENTATION  
PROVIDER OF RESOURCES

**Question 3:**

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

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BUILDING CODES THAT REQUIRE ENERGY  
EFFICIENT HOMES USING SOLAR, WIND,  
BETTER INSULATION FACTORS  
DEVELOPER FEES / CREDITS FOR EFFICIENT  
HOUSING / MULTI-USE, ETC.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

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70% REDUCTION

30% ADAPTATION INCLUDING ~~BY~~ PARTNERING  
WITH WATER STORAGE FACILITIES ENABLING  
HYDRO ELECTRIC

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

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SOLAR & WIND POWER  
FOR RESIDENTIAL

INCREASE PROGRAMS FORCING CARPOOLS AND  
REDUCE "NOOMA'S" WITH FEES UP TO \$3/gal  
TO FUND MASS TRANSIT, AND/OR LESSER FEES FOR  
CARPOOLERS

**Other Comments:**

KEEPING IN MIND NOT ONLY LOWERING  
GREENHOUSE EMISSIONS, WE MUST ALSO  
PLAN FOR WATER SOURCES BY MORE  
RESERVOIRS OR UNDERGROUND STORAGE OF  
RAIN/SNOW FALL AS OUR DELTA WATERS  
WILL BE UNRELIABLE IN THE FUTURE.  
NOT ONLY BECAUSE THE SALINITY LEVELS  
WILL BE MUCH HIGHER, BUT ALSO THE  
LEVEES WILL POSSIBLY BE FAILING.

Thank you!

Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007

Ashok Kumar

**Question 1:**

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?

Implement

Transportation Reduction Strategies such as:

1. Signal light co-ordination - PG&E rebate
2. More left & right turn lanes - change of light bulbs.
3. Faster removal of disabled vehicle from surface - Better street stop.
4. Less business encroachment of sidewalks for bikes - Streets
5. More bike <sup>lanes</sup> access and storage on & off transit vehicle.
6. Greater Transit Security - NO MORE FARE INCREASES
7. Shuttle to large business from transportation hub.
8. Non-commuter WFT middle class in SM - Free from Google

**Question 2:**

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Visionary leadership to create a vision and mission statements and <sup>concrete</sup> implementation strategies



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COMMISSION

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~~Transit~~ More transit-oriented developments near (not more than 1/4 mile away) transit hubs that are self-sufficient communities. The corridors to the transit hubs must be SECURE & SAFE to use at all times of the day and be AFFORDABLE to a majority of the population.

### Question 4:

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Since the causes are the results of global mismanagement of resources, I am not sure how ABAG being restricted to SF Bay Area can or make a dent in the overall problem of sea level rise, increasing temperature, decreasing snowpack etc. ~~It~~ At the very least it should promote transit attractiveness and outlaw old fireplaces etc.

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

1. HOV lanes for all Bay Area Freeways.
2. HOT lanes for compact cars only
3. Plug up all old woodburning fire places
4. No tree felling by homeowners.
5. Punitive <sup>Registration</sup> fees for <sup>Cars</sup> very large SUVs.
6. Strategies for facilitation of Transit use  
- Too many to elucidate.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Thank you!



**Joint Policy Committee**  
**Regional Climate Action Workshop**  
**Comment Sheet**  
February 23, 2007

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HELP ADDRESSING NEW CHALLENGES OF THE CEQA PROCESS.

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IN DEVELOPING TOD ? SMART GROWTH WE ARE

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BEING STYMIED BY NEW CEQA CHALLENGES COMING

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FROM CLIMATE WARMING, SEA LEVEL CHANGE

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**Question 2:**

"Regional leadership" can mean many things.

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WALT: Mulvaney

- Visionary leadership? (e.g., create a long-term vision for where we are going)
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  - Other?
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Force decrease in auto LOS to incentivize transit. Removing lanes, parking & auto level of service is politically untenable, so it must come from above, because this will make transit more viable.

**Question 4:**

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**Other Comments:**

Congestion management pricing in  
downtowns & on freeways to subsidize  
transit will help in a big way and  
it will have a transformative  
effect soon.

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Thank you!

**Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007**

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ADS SHOW<sup>ING</sup> THE DOWNSIDE OF SINGLE OCCUPANT CARS  
/ MONORAILS

CHECK OUT TRAINS AT  
BOMBADIER.COM FRENCH COMPANY WHO KNOWS TRAINS SUCH AS SFO SHUTTLE

STRAIGHT PROHIBITION ON WOOD-BURNING?

**Other Comments:**

FORCE NOOMA'S (NOT OUT OF MY AUTO) TO  
USE MASS TRANSIT BY CHARGEN \$3-\$4/gal FEE  
ON FUEL THAT CONTRIBUTES TO GREENHOUSE GASES

DISPLAY SLIDESHOW ON GAS PUMPS

STRIVE TO MAKE MASS TRANSIT FASTER AND/OR  
CONVENIENT FOR PEOPLE (TOUGH JOB!)

CLOSING LANES OF HIGHWAYS AND PINCHING  
VEHICLES THAT USE NON-GREENHOUSE FRIENDLY FUELS  
EMPHASIZE SOLAR/WIND ENERGY FOR CHARGING ELECTRIC  
VEHICLES INSTEAD OF USING FOSSIL FUEL BURNING PLANTS  
MORE WATER STORAGE FOR THE DWINDLING SUPPLY AND  
IMPLEMENTING HYDRO-POWER

Thank you!

EDUCATE AND EMPHASIZE USE OF ENERGY EFFICIENT  
LIGHTING IN RESIDENTIAL AND PUBLIC STREETLIGHTS AND  
FOR LIGHTING HIGHWAYS.

**Joint Policy Committee  
Regional Climate Action Workshop  
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ALL FOUR AGENCIES (PERHAPS BCDC  
MOSTLY) NEED TO RETHINK PORT LAND USE  
ISSUES: NEW INFORMATION FROM THE  
STODOLSKY MOVEMENT ACTION PLAN CONFIRMS THAT  
THE SUPPORT AREAS NEEDED, ESPECIALLY FOR  
MARITIME ACTIVITY, ARE INADEQUATE AND NEED  
TO BE EXPANDED.

**Question 2:**

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- Other?

AS OAKLAND IS THE OBVIOUS CRUX OF THE  
BAY AREA'S POLLUTION PROBLEMS, WORKING  
WITH THE NEW MAYOR WILL BE OF PARAMOUNT  
IMPORTANCE, PARTICULARLY AS THE UNDERFUNDED  
CITY OF OAKLAND HASN'T THE RESOURCES TO PERFORM  
ALL ON ITS OWN.



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AGAIN, THE AGENCIES NEED TO BOLSTER THE PROGRAMS + POSITIONS OF INDIVIDUAL CITIES, PARTICULARLY THOSE THAT CANNOT AFFORD TO FUND THOSE POSITIONS INTERNALLY; SUCH BOLSTERING MAY REQUIRE DIRECT FUNDING.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

A PETITION TO NASA NEEDS TO BE DRAFTED (AND, HOPEFULLY, SIGNED BY SPEAKER PELOSI) REQUESTING THAT WEATHER-CONTROLLING SATELLITES BE DEVELOPED + DEPLOYED AS SOON AS POSSIBLE: IT IS INCONCEIVABLE THAT WITHIN THE NEXT ONE HUNDRED YEARS THERE WILL NOT BE SUN REFLECTING SURFACES FLOATING IN SPACE AND CONTROLLED FROM EARTH AS TO HOW MUCH SUNLIGHT WILL BE ALLOWED TO REACH US, IF SO, THAT PROCESS SHOULD BEGAIN IMMEDIATELY.



**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- ① FORM A REGIONAL PORT AUTHORITY TO ENSURE  
PARITY FOR THOSE FENCIBLE COMMUNITIES  
CLOSEST TO PORT AREAS, + THAT FUNDING  
FOR MITIGATIONS WILL BE ADEQUATE AND PROMPT.
- ② RUN A DEMAND SHUTTLE SYSTEM FOR  
WEST OAKLAND, THE COMMUNITY AT THE EPICENTER  
OF THE TRANSPORTATION KNOT.

**Other Comments:**

UNDERGROUNDING BART BETWEEN THE  
OAKLAND WYE TO THE TRANSBAY TUBE  
WILL: ① RELEASE THE EFFICIENCIES  
THAT THE PORT OF OAKLAND CAN EFFECT ON  
ITS SECTOR WEST OF I-880, AND AREA THAT  
NOW HAS TO DIVERT RAIL, TRUCKS + CONTAINER  
TRAFFIC AROUND THE BART TRACK; ② RELEASE  
THE LAND IN WEST OAKLAND ADJACENT TO BART  
SO THAT IT CAN THEN REVERT TO HIGH- &  
HEATER USES (HIS RISE, SMART-GROWTH PROJECTS),  
AN ECONOMIC BOON THAT WILL MORE THAN  
PAY FOR THE UNDERGROUND CONSTRUCTION; ③

Thank you! IMPROVE THE CAPACITY OF THE SYSTEM  
(THE ENTIRE SYSTEM, AS THE TRANSBAY TUBE IS AT  
THE VERY CENTER OF EVERYTHING) SO THAT THE PRODUCTIVITY →

- of the bay area (reportedly losing almost 1 billion dollars a year\*) can be maximized.  
(\* due to backup of BART at the Wye)

with extensions to Asti/Alhambra, Livermore & San Jose & subsequent increased ridership, it makes no sense to allow the very life of the system to remain unattended as per its 1960's design.

**Joint Policy Committee  
Regional Climate Action Workshop  
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February 23, 2007**

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FOR TRANSIT TO SUCCEED IN CONTRIBUTING TO A SOLUTION,  
IT MUST OFFER TRAVEL TIME ADVANTAGES OVER  
PRIVATE AUTO. INFRASTRUCTURE INVESTMENT (DEDICATED  
TRAVEL LANES, SIGNAL PRIORITIES, QUEUE-JUMP LANES  
ARE NECESSARY TO ACCOMPLISH THIS, AND 4 AGENCIES CAN  
PLAN & FACILITATE & FUND THESE IMPROVEMENTS.

**Question 2:**

"Regional leadership" can mean many things.

*What is the most important kind of regional leadership that we need from the four regional agencies?*

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- Other?

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① CLEAR, FORCEFUL & REALISTIC COMMUNICATION WITH THE  
PUBLIC (TO ENCOURAGE INDIVIDUALS TO CHANGE BEHAVIOR; AND TO  
MINIMIZE RESISTANCE TO NECESSARY BUT UNPLEASANT GOVERNMENT  
ACTIONS).

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② STRATEGIC INVESTMENT IN BEST SOLUTIONS

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③ POLITICAL COURAGE TO IMPLEMENT UNPOPULAR SOLUTIONS,  
ARTICULATE THE REASONS, AND STICK TO THE HARD DECISION.

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*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

WORK TO ELIMINATE REGULATORY BARRIERS TO SMART GROWTH.

INVEST IN PROTOTYPES THAT DEMONSTRATE THAT SMART GROWTH  
CAN WORK AND CAN BE ATTRACTIVE.

MAKE SURE NEW DEVELOPMENTS HAVE THE TRANSIT SERVICE  
TO ENSURE THEIR SUCCESS.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

① GET MESSAGE OUT TO GENERAL PUBLIC FIRST TO  
TRY TO MINIMIZE (TO EXTENT POSSIBLE) THE MAGNITUDE  
OF THE PROBLEM. INVEST HERE FIRST.

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

PUBLIC EDUCATION

CONGESTION PRICING ANALYSIS & IMPLEMENTATION PLAN

MTC PRIORITIZE INVESTMENTS BASED ON CONTRIBUTION  
TO GREENHOUSE GAS REDUCTION

**Other Comments:**

Thank you!

Alida Andrews-  
Chavez

## Joint Policy Committee Workshop Questions

### Question 1:

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups etc.

*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?*

*A regional clearinghouse would be beneficial for agencies wanting to implement climate protection programs. By having a centralized resource that we all can go to when help is needed, more agencies would be able to implement climate protection programs quicker.*

### Question 2:

"Regional leadership" can mean many things.

*What is the most important kind of regional leadership that we need from the four regional agencies?*

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
- Provider of resources? (e.g., provide funding for local climate protection efforts)
- Convener? (e.g., facilitate partnerships)
- Other?

I think the first three bullet points are crucial. At this point, there must be a regional goal to achieve regarding climate protection. Perhaps, refining the goal is a priority. But helping with regional strategy implementation is something needed in the region, as well as facilitating funding to support these programs.

### Question 3:

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

*One of the main goals of the regional agencies is to develop a regional program that satisfies a variety of regional needs. By developing regional plans and attaching funding to the implementation of the plans, local jurisdictions might be more likely to comply with regional plans. For example, there should be a master plan for I-80 and one of its main*

*goals should be to reduce emissions by XXXX year by YY percent. There should be clear objectives and actions to take to reach those objectives. These must involve the local jurisdictions along the corridor and the transit agencies serving the corridor. Funding must be available to implement the projects and programs that lead to the main goal. These programs and projects should be developed through an inclusive democratic process, not in a vacuum. It is time to put the Local Master Plans and Short Range Transit Plans on the table and examine if the proposed projects brings us closer to the goal for a particular corridor or area.*

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing GHG emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

*I think that regional agencies should devote resources to implement adaptation strategies, but they should be very aggressive when dealing with reduction of GHG emissions. While we work on adapting to the new climate conditions, we should be more committed to reducing the problem for future generations.*

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

- Implement Transportation Pricing as soon as possible—these include a combination of emission fees, variable parking fees, toll roads, Vehicle Miles Traveled Fees.
- Make Mass Transit Free—After all, approximately 20 percent of the operating cost is recovered through fares. Why not making it all free—Regional agencies should start working on this soon, and if implemented at the same time with a congestion pricing program, the general public would better accept the pricing system. They get the free mass transit option in exchange of driving under real market conditions.
- Encourage manufacturers to develop cleaner vehicles, impose high taxes on gas fueled vehicles and give a tax credit to manufacturers for every clean vehicle they manufacture. Reward consumers too.
- Conduct extensive outreach to make the public aware of the imminent future we all face if we do not change our behavior.
- Encourage programs/projects that reduce driving and increase walking and bicycling. Work with local jurisdictions to develop efficient land use patterns that support these efforts.

**Joint Policy Committee**  
**Regional Climate Action Workshop**  
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February 23, 2007

**Question 1:**

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*use local resources to implement, info  
to bring people up to date*

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- Other?

*I liked linking the 4 agencies together  
in a climate effort.  
Power of the 4 agencies to provide the  
vetted info to share w/ the CCAG's + Corp  
to get accepted at City Council level for  
buy in. The resources to implement -  
ie ICLET partnership to help  
jurisdictions start to implement acts,  
model for residents pass ordinances  
smart growth  
prioritize land use planning w/ resources*



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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

Have 4 agencies provide info to Congestion Groups, get councils educated to change our energy + water use, modify building codes, Coordinate & prioritize the transportation spine spending + creation of transportation that really works for people.

Look at Curitiba Brazil, Bogota Colombia, Sydney Australia for transit that works — as a long term goal.

### Question 4:

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What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?

While I hate to see sticks before carrots — setting standards or requirement rates to meet & carrots — resources to help make the changes. CMAQ in San Mateo County is doing a county energy strategy. Perhaps setting GHG emission control as a goal + tasking it to the congestion groups to work with their cities.

Adaptation — is ~~there~~ there a group somewhere state level, or regional to research ~~adaptation~~ ideas so we don't spin our wheels.

**Question 5:**

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What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- ① near term - get + set green house gas emission levels at city + Co. level.
- ② help cities cut them (GHG) with info + loan funding

**Other Comments:**

If reducing speed limit to 55 would decrease GHG emission - then have Gov. lower it for 2 years as an emergency measure. Prioritize transit improvements (not stations) to really move people.

Look at energy strategies for counties + regions - alternative sources of energy, water conservation, energy

Thank you!

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Regional Climate Action Workshop  
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HELP BRIDGE THE GAP BETWEEN TRANSIT  
& DEVELOPMENT, WHICH ARE TWO ISOLATED  
ENTITIES. A SYNTHESIS OF HIGH DENSITY DEV.  
& GOOD TRANSIT IS THE FUTURE WE WANT  
CONSULT ON TRANSIT INFRASTRUCTURE PROJECTS.  
BUT RARELY ARE THESE A COOPERATIVE EFFORT  
W/ HOUSING DEVELOPMENT. ENGAGE PRIVATE SECTOR DEVELOPERS  
TO HELP MAKE SMART GROWTH ECONOMICALLY FEASIBLE

**Question 2:**

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- Other?

FACILITATE PUBLIC/PRIVATE SECTOR  
COOPERATION



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*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

FACILITATING  
PUBLIC / PRIVATE DEVELOPMENT  
WITH THE END HOPE OF SMART GROWTH/  
HIGH DENSITY

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

REDUCTION, & ADDITIONALLY ENCOURAGING  
A REORIENTATION OF GOV. PRIORITIES

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

REGIONAL GAS TAX, PUBLIC EDUCATION

**Other Comments:**

CALIFORNIA HIGH SPEED RAIL  
NEEDS TO BE APPROACHED AS A  
PUBLIC PROJECT FOR THE ENVIRONMENT  
PLAN? NOW THE FUNDING IS ~~TRICKY~~  
TROUBLED AND PUT UP AGAINST HIGHWAYS, ETC  
THE ~~TRICKY~~ GOVERNOR IS BEHIND REDUCTION  
OF CO<sub>2</sub> EMISSIONS. THE POSSIBLE  
CARBON SAVINGS SHOULD BE ILLUSTRATED  
TO GET THIS PROJECT MOVING

Thank you!

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Regional Climate Action Workshop  
Comment Sheet  
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25% of CO<sub>2</sub> GASE IN BAY AREA IS FROM ON-ROAD VEHICLES  
AND WITHOUT A CEACTION THERE YOU LOSE. DIS INCENTIVES ARE  
NEED, LONG ON STYLE PRICING OF HIGH TRIP INTO THE CITY  
SECOND, PERHAPS FUND TRANSIT FROM GAS TAXES (SEEMS POLITICS WON'T  
TOOK THAT?), WOULD BE INCENTIVE TO USE TRANSIT, IF FARES ARE  
LOW ENOUGH AND GAS PRICES ARE HIGH (AND THEY WILL BE).

**Question 2:**

"Regional leadership" can mean many things.

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- Other?

NEED JOINT POLICY COMMITTEE THAT REALLY WORKS AND COMING  
UP WITH IDEAS THAT ALL FOUR AGENCIES CAN SUPPORT. MORE  
POWER, MORE RESULTS



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**Question 3:**

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

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HIGH SPEED RAIL SUPPORT. OBVIOUSLY TO D SUPPORT

**Question 4:**

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TRANSIT COORDINATION. (SMART PASSAGE, TIED CONNECTIONS,  
LOWER FARES. NEED A GOAL TO REDUCING GREENHOUSE GASES,  
DNEC DECIDED. STICK WITH IT.

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

AND 85% OF THE PAY AREA C2 SHEET ARE FROM  
ON ROAD VEHICLES. I WOULD THINK WE NEED MORE  
DISINCENTIVES TO DRIVING. SEE #1 HELLO!

## This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007

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WE ARE INVOLVED WITH ABAG. ENERGY SOLUTIONS. ENERGY RETRAIT &

WE NEED GOOD EXAMPLES TO FOLLOW. WE HAVE

VISITED CALVERT Hq IN SACTO (CONTACT IS CRAIG SHERMAN),

THAT FACILITY IS LEED-EB PLATINUM CERTIFIED

AND USED AS A TEST BED FOR NEW PRODUCT

ALBANY. GREEN BUD ORDINANCE.

**Question 2:**

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- Convener? (e.g., facilitate partnerships)
- Other?

ASSIST WITH VISIONARY LEADERSHIP, BUT MOST IMPORTANT  
IS LEADERSHIP WITH IMPLEMENTATION WOULD BE  
HELPFUL.

MAKE ALL TRANSIT SYSTEMS CONNECT AND  
COORDINATE ROUTES, TIMES AND STATIONS THAT WILL  
COMPLEMENT EACH OTHER

**Question 3:**

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EDUCATE LOCAL OFFICIALS AND ELECTED OFFICIALS  
WITH THE VISION FOR BETTER LAND USE. LET LOCAL  
OFFICIALS IMPLEMENT THOSE MODELS.

TRANSIT ORIENTED DEVELOPMENT IS IMPORTANT.  
WE USED FREE TRANSIT SO THERE IS NO EXCUSE  
FOR NOT USING IT.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

AGAIN... MAKE TRANSIT FREE

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Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

WE ARE WORKING INTO LED LIGHTING WHICH  
USES 45% OF THE ENERGY OF A COMPARABLE  
FLUORESCENT LIGHT. 2 1/2 YR PAY BACK IS  
BOUNDED BY THE MANUFACTURER OF PANELUX  
(L.E.D POLY CORP)

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Thank you!

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*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?*

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*Mass Transit is a key to GHG reduction by removing vehicles from the roads - Funding & Marketing Mass Transit would be productive. - Smart growth will also improve the use of Mass Transit with the right planning*

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- Other?

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*We need a bit of every thing. Visionary leadership in terms of planning. Funding sources and strategic implementation. In the lower Bay Area support for BART with beneficial transit integration would be beneficial*

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Educate the public through various means including marketing. Implement benefits for transit friendly land use. The Bay Area presently has a very poor program for mass transit development. High density infrastructure is key. Permitting process changes will help.

**Question 4:**

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*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

Discontinue low density infrastructure development in flood plains of Bay Area. Develop and promote development of ~~green~~ ~~area~~ high density mass transit planned development with green areas.

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

1. Education - a key factor in building public support to produce change

3. Increase the cost for low density, high  $\Rightarrow$  miles vehicle travel.

[illegible]

Thank you!

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*It is critical that local governments be given the tools to educate fellow decision makers, staff and the public about the importance of GCC issues. eg. slideshows, videos etc. Target transportation investments to support Smart Growth/TOD. Referend the I-B bond measure to eliminate investments in freeway expansion*

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- Other?

*Once again Change I-B; Provide model ordinances for TOD; Work w/ CMA's to provide education and build consensus on the necessary changes to transportation investment priorities. Communicate likely impacts of sea level rise, prevent development in low-lying floodprone areas. Help guide retreat from these areas*



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*Integrate GHG impacts into the permit process and require that developments meet Regional Standards based on LEED, alternative energy (solar wind, etc) and require that regional agencies oversee effective implementation of these requirements.*

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

*Regional policies on landscaping that prohibit planting water-intensive landscapes and encourage replanting existing lands w/ natives. Adaptation must be a big part of our investment strategy and should be grounded in an environmental justice perspective.*



**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

Flourescent light bulbs, plug in Hybrid Cars, solar energy on all schools Government buildings; congestion pricing that funds Transit. Establishing policies <sup>enforceable</sup> that guide future development that supports GHG Reduction.

**Other Comments:**

Start a serious discussion of population reduction. Bottom line there is too many people here and too many on the planet and we have to grapple with this difficult problem.

Thank you!

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*A 20-30 min call*

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*Talk To your Data Center or IT personnel on  
"Virtualizing" Their centers. Data centers are the  
LARGEST CONSUMERS OF <sup>(ENERGY)</sup> electricity IN THE U.S.. CARBON Dioxide  
contribute To global warming (right?)! Producing energy contributes  
To the release of CO<sub>2</sub>. 25 millions TONS of CO<sub>2</sub> are released  
each year IN providing ENERGY To the data centers in the U.S.*



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*Randy Russell  
(707) 853-2568*

*To schedule a 20-30 min  
call - call to schedule this growth*

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*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

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**Other Comments:**

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Thank you!

**Joint Policy Committee**  
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**Question 1:**

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*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?*

*Many local governments do not have the number of staff or the staff expertise to address climate change through land use, transportation <sup>Planning</sup> + green building strategies. Either providing funding for a position within each city or creating a place for technological transfer or education + technical expertise to the local governments.*

**Question 2:**

*"Regional leadership" can mean many things.*

*What is the most important kind of regional leadership that we need from the four regional agencies?*

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- Convener? (e.g., facilitate partnerships)
- Other?

*Obviously, resources are critical and providing funding is important. However without a regional vision and a clear strategy for implementation, the resources may not be used efficiently. The regional agencies should use their existing authority and funding discretion to drive these visions + ensure the implementation*



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*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

The regional agencies should use their discretionary money to guide local land use decisions to the greatest extent possible. The Regional Transportation Plan should be tied to regional climate change goals. Transportation decisions should not be decided based on LOS or driven by congestion reduction.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

Regional resources should be directed to reducing greenhouse gas emissions and not on adaptation strategies. Adaptation strategies should fall to the land use owners of those in charge of that land that suffers from sea level rise / greater storms. One thing that would be useful is to identify how much adaptation will cost - this may drive more reduction strategies + smart building decisions in areas along the shoreline + in floodplains.

### Question 5:

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

- Congestion pricing - particularly in corridors where there are significant transit opportunities.
- Link the RTP to the region's global climate change goals.

**Other Comments:**[illegible]

Thank you!

**Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007**

**Question 1:**

Many of you are already taking action on climate protection. There are some excellent projects and programs being implemented by government agencies, businesses, schools, community groups, etc.

*How can these four regional agencies specifically help your city or business or community group to move forward with climate protection? What do you need to succeed? What can't you do on your own? What partnerships can we form to combine forces and work together?*

*Provide "umbrella support" to the local groups that are involved in GHG emission programs. Have regular "summits" every 3 months for updates and to support local efforts. Develop "best practices" for local government*

**Question 2:**

"Regional leadership" can mean many things.

*What is the most important kind of regional leadership that we need from the four regional agencies?*

- Visionary leadership? (e.g., create a long-term vision for where we are going)
- Strategy implementation? (e.g., major public involvement/education campaign)
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- Convener? (e.g., facilitate partnerships)
- Other?

*Strategy implementation + convener*



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Bay Conservation  
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Commission



METROPOLITAN  
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**Question 3:**

Land use is one of the keys to reducing emissions from transportation. There are a number of agencies that make transportation decisions (e.g., MTC, county congestion management agencies, transit agencies). At the same time, local governments (101 cities and 9 counties) generally control land use in the region.

*Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?*

All new homes and housing tracts should be "energy friendly" - that is, energy neutral, with solar panels, etc. ~~The~~ Payback would be relatively quick - w/in 5 years, where the equipment has a 25 yr. life.

**Question 4:**

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

*What is the proper balance of regional resources devoted to (a) reducing greenhouse gas emissions and (b) adaptation strategies? What role should the regional agencies play in adaptation work?*

Need to do both

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?

- Increase incentives for energy efficiency
- Best practices for cities + counties to mitigate "urban heat island" effect. Over time change road materials, + roofs to be ~~more energy~~ "cooler," mitigating the temperature highs on warm summer days.

**Other Comments:**

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Thank you!

**Joint Policy Committee  
Regional Climate Action Workshop  
Comment Sheet  
February 23, 2007**

**Question 1:**

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Many communities are interested in combating global warming, but don't know how to plug into existing resources. Better publicity on existing efforts to encourage grass roots movement, outreach, education.

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This effort must include a multi-prong approach to ~~creating~~ and inclusive policy, education, funding resources approach to drive a consensus based process.



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Information sharing between local government efforts (TOD / Smart growth efforts) and community planning is essential towards using best practices that have mutual benefits for everyone.

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Regional agencies could serve to bring together discussion forums to examine local / county / jurisdictional efforts already in place or planned that address common problems (related to land use / environmental justice issues / transportation challenges / housing).

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

There must be incentives to change existing behaviors.

Perhaps tax credits for businesses who do greener business or improve existing ~~polluting~~ infrastructure to reduce pollution levels.

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**Question 1:**

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- TIE MTC FUNDS TO SMART GROWTH ? ALTERNATIVE  
TRANSPORTATION CRITERIA.

**Question 2:**

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- Other?

- LEADERSHIP BY EXAMPLE: DEVELOP & IMPLEMENT REGIONAL CLIMATE  
CHANGE / EMISSIONS REDUCTIONS PROGRAMS & POLICIES.

EG.: REGIONAL GAS TAX W/ FUNDS USED FOR  
TRANSIT IMPROVEMENTS, TOD, ETC.



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- INCENTIVES FOR COMPLIANCE W/ REGIONAL SMART  
GROWTH PLANS / VISIONS. TIE MTC FUNDS  
TO LOCAL GOVT. SMART GROWTH PLANS & PROGRAMS.

**Question 4:**

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DEDICATE FUNDS FOR GHG REDUCTION AND  
ADAPTATION. CALCULATE AMOUNT NEEDED FOR  
ADAPTATION. FULLY-FUND ADAPTATION MEASURES  
AND USE THE REST FOR GHG REDUCTIONS.  
MAKE SURE REMAINDER WILL PAY FOR BAY AREA'S  
PORTION OF GHG REDUCTIONS NEEDED TO AS  
REQUIRED BY CALIFORNIA'S GHG REDUCTION  
GOALS.

**Question 5:**

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

*What are your top two near-term actions that the regional agencies could implement in the next one to three years? What are some of the first things we can do to implement these actions?*

- GAS TAX INITIATIVE

- TIE MTC FUNDS TO SMART GROWTH CRITERIA/  
PLANS.

**Other Comments:**

Thank you!



**Joint Policy Committee**  
**Regional Climate Action Workshop**  
**Comment Sheet**  
February 23, 2007

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- ① Presenting this to low-income families that affects children as well.
- ② I can succeed by presenting the population that I work with.
- ③ unknown ④ Partnerships like LIFETIME, and Urban Habitat

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Making sure that low-income families  
that are affected to be included.  
~~How~~ Look how the communities  
of color are affected by things  
and need to hear their stories.

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Making affordable and attainable  
way to help the community.

Go after the old company.

Many Bay Area greenhouse gas reduction strategies will take a while to produce results. However, scientists tell us that we need to start making progress in the near-term.

Need to educate our local governments  
and making sure that communities  
gather and community ~~are~~ of concerns  
needs to be immediate and be able  
make sure that accountable come  
in place.

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*and/or mandate*  
Educate our electeds to push  
policy for sustainable land use  
(green building, smart growth, etc)

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Provide more education in languages such as Spanish, Mandarin, Vietnamese, etc on the benefits of such goals as smart growth, green building, etc. Most infill projects with high density are resisted by local communities, which in our city is diverse culturally.

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**Other Comments:**

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- LEEDS ~~Ag~~ TRAINING
- WATER TRANSIT OPPORTUNITIES
- TELECOMMUTING PROMOTED / MARKETED BETTER

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- ⑥ - PURCHASE OF CHG FREEWAY EQUIPMENT
- SOLAR USE EXPANDED ON MUNICIPAL BLDGS.
- TRAFFIC FLOW IMPROVEMENTS TO ROADS
  - ↳ ALTERNATE/FLEX WORK HOURS @ CORPORATE LEVEL
- ⑦ - TRANSIT AGENCY FOR RAIL, BUS, WATER
- BART EXPANSION ASAP

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Given this dynamic, what role should the four regional agencies play to develop more climate-friendly communities? How can these agencies best work with local governments to advance these issues?

- PROMOTE BART/~~AMTRAK~~ WTA GROWTH
- UNIFY TRANSIT AGENCIES
- PROMOTE TELECOMMUTING
- ELECTRIFY ; INCREASE FAST TRACKING OF CALTRAIN
- FUND FUEL CELL BUS PURCHASES.

### Question 4:

There are going to be significant and unavoidable impacts on the Bay Area in the coming decades from sea level rise, increasing temperatures, decreasing Sierra snowpack, etc.

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- ↳ WORK W/ INSURANCE INDUSTRY TO START ANTICIPATING BUILDING IN POTENTIAL FLOOD ZONES.
- ZONING CHANGES TO PLAN FOR FUTURE CLIMATE IMPACTS i.e. RAISED FOUNDATIONS, FLOOD PLAN AWARENESS.
- PROMOTE MASS TRANSIT AS BEST/MOST EFFECTIVE WAY TO REDUCE GHG'S.

QUESTION 5: TOP 2 NEAR TERM ACTIONS IN NEXT 1-3 YRS?

- ① INITIATE WTA USE ASAP → STREAMLINE REGULATORY APPROVALS.
- ② HEAVY PROMOTION OF TELECOMMUTING <sup>set up good employees.</sup> : FLEXIBLE WORK HOURS → EDUCATE CORPORATIONS/GOVTS TO SHOW THIS CAN ALSO SAVE THEM MONEY.